

HONORING ROBERT "BOB"  
BARNUM OF EUREKA, CALIFORNIA

**HON. MIKE THOMPSON**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, November 4, 2009*

Mr. THOMPSON of California. Madam Speaker, I rise today in recognition of Robert "Bob" Barnum, who is being honored as the 2009 Lumberman of the Year by the Ingomar Club of Eureka. For over six decades, Mr. Barnum has presided over the family timber holdings and been a leader in the timber industry of northern California.

A Humboldt County native and fourth generation Eureka, Bob was born to Charles R. Barnum Sr. and Helen Wells Barnum in 1927. Bob began working in the forests in the summer of 1944, where he learned to cruise timber, survey boundaries and mark cutting lines. He enrolled at the University of California, Berkeley in 1945 and graduated in 1949. He attended the U.S. Merchant Marine Academy at Kings Point, New York. He married Patricia Boyle of New Jersey in 1949. Bob and Pat have five children, Patricia, Charles, Bill, Cathleen and Jane, as well as eight grandchildren and four great-grandchildren.

Bob assumed management of the family timber business in 1953. He added to the family's timber properties and formed Barnum Timber Company in 1985. He was a founding director of Forest Landowners of California, an officer and director of many industry associations, including the Redwood Region Conservation Council and the California Forestry Association. He was appointed to the California State Board of Forestry in 1972, helping to oversee the implantation of California's landmark forest practices legislation.

A lifelong Republican, Bob has proudly represented the region at the Republican National Convention in 1976, 1980 and 1984. His commitment to the preservation of our political liberty is worthy of appreciation and recognition.

Madam Speaker, it is appropriate at this time that we recognize the contributions of Robert "Bob" Barnum to the community and to the industry which he loves, and for being honored as the 2009 Lumberman of the Year.

HONORING TRAVIS BUTTON

**HON. SAM GRAVES**

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, November 4, 2009*

Mr. GRAVES. Madam Speaker, I proudly pause to recognize Travis Button, a very special young man who has earned a spot on the National USA Karate Team. I join with Travis' family and friends in expressing best wishes on his significant achievement. I commend Travis on attaining such a high honor and wish him the best of luck as he competes in the World Karate Championships in Dublin, Ireland, this October.

Gaining recognition for this remarkable achievement reflects both Travis' hard work and dedication. As a member of the stand-alone Missouri team, as well as the team with the largest number of students to be selected from a single school, Travis should be proud of his accomplishments. He is a member of a

celebrated team and has represented the state of Missouri well. With such drive and determination I am certain Travis will be a strong contribution to the national team.

Madam Speaker, I respectfully request you join with me in commending Travis Button for his success with Sensei Mark Long's Shotokan Karate team and for his effort put forth in achieving this prestigious goal.

TRIBUTE TO STEPHEN H. MAHLE

**HON. ERIK PAULSEN**

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, November 4, 2009*

Mr. PAULSEN. Madam Speaker, today I rise to commemorate and pay tribute to a great American, Stephen H. Mahle, a man who achieved great personal and professional success through courage, dedication and an unwavering commitment to improving the human condition.

Steve Mahle received his bachelor of arts degree in physics from Beloit College in 1967 and his master's degree in physics from Pennsylvania State University in 1969. He served in the U.S. Army, where he held the rank of Captain while serving as a research scientist at NASA's Manned Spacecraft Center in Houston.

In 1972, Steve Mahle began what would become a highly successful 37-year career with Medtronic, Inc. where he held numerous leadership positions, including serving as president of Cardiac Rhythm Disease Management, CRDM.

Steve played a key leadership role in many important milestones in cardiac rhythm disease innovation. He was the product development manager on the first Medtronic pacemaker programmer, and was instrumental in developing the world's first rate responsive single chamber pacemaker, which revolutionized and advanced cardiac pacing technology.

He expanded Medtronic's international presence and was an integral part of growing the implantable cardioverter defibrillator business in the late 1990s. He is credited with creating cardiac resynchronization therapies that address heart failure, as well as establishing CareLink, a patient management system, that now serves more than a quarter of a million patients in the United States. Under his leadership the CRDM business grew from \$500 million to just under \$5 billion.

Madam Speaker let us join his friends, family, and colleagues in congratulating Stephen H. Mahle on his many accomplishments, and wish him well as he begins his retirement from a lifetime of leadership and innovation, and starts the next chapter in his life where he will undoubtedly continue his own personal mission to "make a difference in the lives of people throughout the world."

H.R. 4016, THE HAZARDOUS MATERIAL TRANSPORTATION SAFETY ACT OF 2009

**HON. JAMES L. OBERSTAR**

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, November 4, 2009*

Mr. OBERSTAR. Madam Speaker, today I introduce legislation to reauthorize the Depart-

ment of Transportation's (DOT's) hazardous materials safety program. The authorization for the program expired on September 30, 2008. According to the Pipeline and Hazardous Materials Safety Administration (PHMSA), the agency within DOT that is tasked with the safe movement of nearly 1.2 million daily shipments of hazardous materials in the United States, over the past decade, there have been 170,527 incidents involving the transportation of hazardous materials, resulting in 137 fatalities and 2,857 injuries. However, according to an internal analysis conducted by PHMSA, dated May 11, 2007, 60 to 90 percent of all incidents involving the transportation of hazardous materials that occurred from 2004 through 2006 were not reported by regulated entities to PHMSA. PHMSA, however, has done nothing to address the under-reporting of incidents.

When Congress created PHMSA in 2004, the law included, at my request, a mandate that the agency shall consider the assignment and maintenance of safety as the highest priority. Unfortunately, PHMSA has lost sight of its safety mission.

Over the past several months, the Committee on Transportation and Infrastructure has conducted an in-depth investigation of PHMSA's hazardous materials safety program. Our preliminary findings, which were released on September 10, 2009, coupled with the preliminary findings of the DOT Office of Inspector General, which also conducted an audit of PHMSA's hazardous materials safety program, revealed some alarming problems.

We uncovered significant problems with PHMSA's special permits and approvals programs, which exempt regulated entities from hazardous materials regulations. PHMSA routinely grants these exemptions without making the findings required by its own regulations.

We also found that PHMSA has virtually no process for data collection, analysis, and reporting. Most of PHMSA's database is incomplete or contains errors. If PHMSA cannot read its own data, how can it determine what its priorities should be? In addition, PHMSA has failed time and time again to address significant safety concerns that have been raised by its own enforcement personnel, the DOT Office of Inspector General, and the National Transportation Safety Board (NTSB). The NTSB has issued safety recommendation after safety recommendation to ensure the safety of transporting lithium cells and batteries on board aircraft. The NTSB has also issued safety recommendations on eliminating the transportation of hazardous materials in external product piping of loading lines underneath cargo tank motor vehicles, known as wet lines. Yet, PHMSA has failed to address these important safety recommendations.

The safe transportation of lithium cells and batteries is an important issue and a rapidly increasing safety risk, as more and more technology relies on the use of various types of lithium cells and batteries. The batteries are widely used in personal electronic devices, such as cell phones and laptops. In 2008, more than 3.3 billion lithium cells and batteries were transported worldwide, representing an 83 percent increase since 2005. Since 1996, the Federal Aviation Administration (FAA) and the NTSB have identified more than 100 incidents involving lithium and other batteries on board aircraft where batteries have overheated, caught fire, or exploded. Since 1999,